

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**LISTING OF CLAIMS:**

1. (Currently Amended): An elastomeric suspension spring usable for bearing the load of a motor vehicle and formed of a cross-linked rubber composition based on (phr = parts by weight per hundred parts of rubber):

- natural rubber in a quantity equal to or greater than 60 phr;
- a filler comprising in a mass fraction greater than 55%:
  - a carbon black whose grade varies from 600 to 900, said composition comprising in that case a total quantity of filler of from 10 to 60 phr, ~~or~~ and/or
  - an inert white filler, said composition comprising in that case a total quantity of filler of from 10 to 30 phr; and,

a sulfur cross-linking system comprising at least one cross-linking accelerator, said cross-linking system comprising 0.7 to 1.2 phr of sulfur and being such that the mass ratio of sulfur to cross-linking accelerator(s) varies from 0.15 to ~~2.70~~ 0.50.

Claim 2           (Canceled)

Claim 3 (Original): An elastomeric suspension spring according to claim 1, wherein said filler comprises in a mass fraction greater than 70% said carbon black whose grade varies from 600 to 900 or said inert white filler.

Claim 4 (Original): An elastomeric suspension spring according to claim 1, wherein said filler comprises a blend of said carbon black whose grade varies from 600 to 900 and said inert white filler.

Claim 5 (Original): An elastomeric suspension spring according to claim 1, wherein said filler consists of said carbon black whose grade varies from 600 to 9000 or said inert white filler.

Claim 6 (Original): An elastomeric suspension spring according to claim 1, wherein said filler comprises a majority proportion of said carbon black and is present in said composition in a total quantity of from 40 to 60 phr.

Claim 7 (Original): An elastomeric suspension spring according to claim 1, wherein said cross-linking system additionally comprises, as cross-linking activator, zinc 2-ethylhexanoate.

Claim 8 (Original): An elastomeric suspension spring according to claim 1, wherein said composition comprises:

natural rubber in a quantity of from 70 phr to 100 phr, and  
synthetic polyisoprene in a quantity of from 30 phr to 0 phr.

Claim 9 (Original): An elastomeric suspension spring according to claim 1, wherein said composition comprises natural rubber in a quantity of 100 phr.

Claim 10 (Original): An elastomeric suspension spring according to claim 1, wherein said cross-linked composition has a dynamic shear modulus  $G^*$  at 100% deformation, measured to standard ASTM D 5992-96 at a temperature of 23°C and a frequency of 10 Hz to standard ASTM D 1349-99, which is within a range from 0.5 MPa to 5.5 MPa.

Claim 11 (Currently Amended): A suspension joint for a motor vehicle, said joint being intended to bear the load of said vehicle and comprising:

two substantially cylindrical and concentric armatures;

an elastomeric suspension spring disposed between and connecting said armatures, wherein said spring is formed of a cross-linked rubber composition being based on (phr = parts by weight per hundred parts of rubber);

natural rubber in a quantity equal to or greater than 60 phr;

a filler comprising in a mass fraction greater than 55%:

a carbon black whose grade varies from 600 to 900, said composition comprising in that case a total quantity of filler of from 10 to 60 phr, or

an inert white filler, said composition comprising in that case a total quantity of filler of from 10 to 30 phr; and

a sulfur cross-linking system, comprising at least one cross-linking accelerator, said cross-linking system comprising 0.7 to 1.2 phr of sulfur and being such that the mass ratio of sulfur to cross-linking accelerator(s) varies from 0.15 to ~~2.70~~ 0.50.